Meeting Purpose

- Review study purpose and goals
- Present key findings and recommendations
- Gather input on recommendations
- Present next steps

What We Heard From You

Issues/Concerns

- Roadway Safety
- Traffic Congestion
- Access/interchange location
- Signage & informational devices
- Safe access to businesses
- Secondary street impacts
- Feasibility and costs of implementation

Scenario Preferences

- SR 400
  - 57% Freeway
  - 25% Limited Access
  - 18% Multi-Lane Divided Roads
- SR 365
  - 55% Freeway
  - 38% Limited Access
  - 7% Multi-Lane Divided Roads

How Public Input was Used

- Provided understanding of local travel patterns and issues
- Provided guidance for Technical Advisory Committee
- Guided identification of scenarios
- Guided identification of short term operational solutions
- Guided identification of policy improvements

Study Goals and Objectives

- Improve safety
  - Reduce potential for vehicular conflicts
  - Increase safe crossings for bicyclists and pedestrians
- Increase mobility
  - Reduce corridor trip times
  - Reduce system-wide hours of delay
  - Decrease corridor mileage operating at unacceptable levels of service
- Better manage access
  - Reduce corridor access points
  - Increase connectivity
  - Increase average speed in congested conditions
- Encourage transportation best practices
  - Minimize environmental impacts
  - Maximize benefit/cost relationship
  - Promote appropriate land use decision making

SR 400 Existing Conditions

Crash History

- 921 collisions between 2000 and 2003
- Most common collision types were rear end and angle
- Total collision rate is 17% higher than the statewide average for similar roadways

Population and Employment

- Population increased by 49,056 persons between 2000 and 2005
- Population totaled 184,448 persons in 2005
- Total 2005 employment is 42,360 jobs
- Highest rate of growth and increase in population is in Forsyth County

SR 400 Existing Conditions

Level of Service

- Nine of eleven intersections along SR 400 operate at an acceptable LOS (A, B, or C)
- Two intersections along SR 400 operate below the desired LOS (SR 369 and SR 53) during the afternoon peak period
- Traffic growth is projected to be 3 times current volumes by year 2030.
- Average daily speed is 57.2 mph
- There are 5.1 route miles in the corridor with insufficient capacity

Traffic Origins/Destinations

- Approximately 7,300 daily through trips
  - 16% of total traffic at south end
  - 41% of total travel at the north end
- Heavy trip orientation in corridor is to/from the south (Alpharetta, Perimeter, Atlanta)

SR 400 Future Conditions (2030)

- Population triples and employment quadruples by 2030
- Average daily speed is 44.5 mph
- 73.5 study area miles (47%) are capacity deficient
- Delay corridor wide increases 1,333%
- Travel time between Castleberry and West Maple in Cumming to Dahlonega Square increases 157% by 2030

SR 400 Scenario Performance

No Build

- Pros
  - No capital costs
  - Easy to implement
  - Maintains current level of access
  - No property impacts
- Cons
  - Increase in user costs
  - Continued degradation of mobility, safety, emissions
  - Increase in travel times
- Implementation Considerations
  - Potential increase in “piece-meal” fixes such as intersection improvements, turn lanes and other operational improvements

SR 400 Scenario Performance

6 Lane Freeway

- Pros
  - Improved mobility and travel time
  - Improved safety (no right angle vehicular conflicts)
- Cons
  - Capital costs
  - ROW costs
  - Impacts to property and level of access
  - Level of service is marginal at planning horizon (2030)
- Implementation Considerations
  - Benefit/cost is .64
  - Need to initiate purchase of access rights
  - Can be phased
  - Dependent on widening SR 400 (south of Browns Bridge Road) to six lanes

SR 400 Scenario Performance

8 Lane Freeway

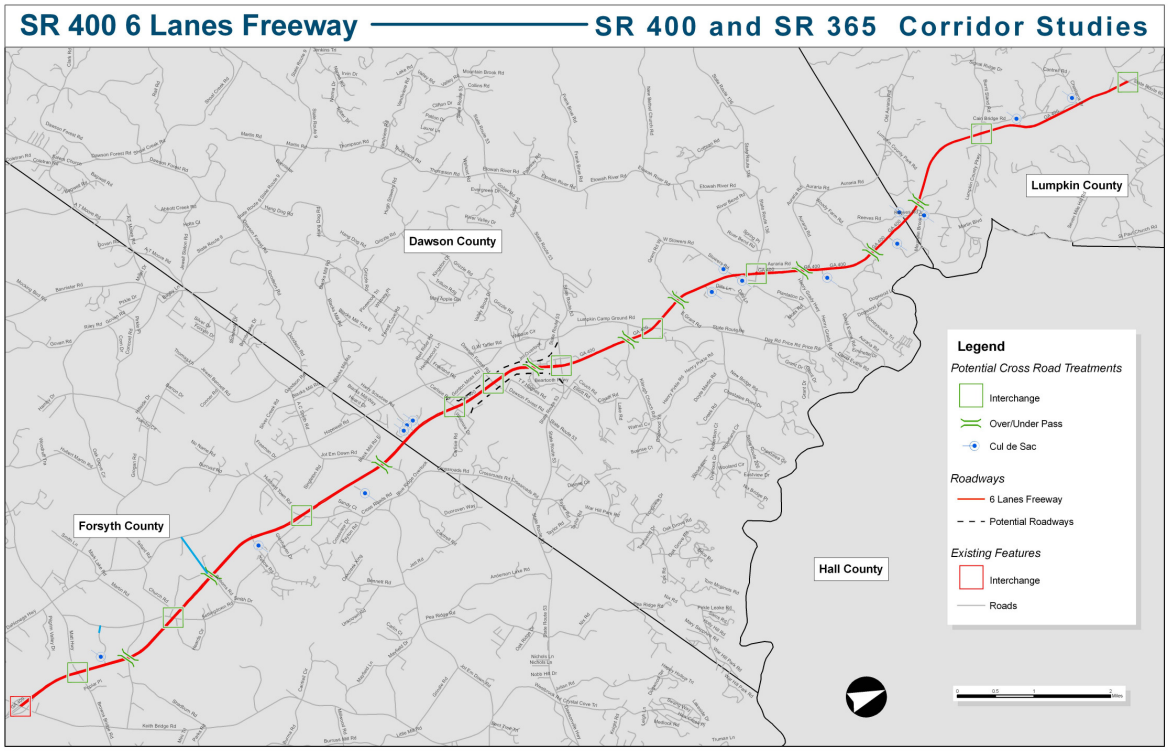
- Pros
  - Improved mobility and travel time
  - Improved safety (no right angle vehicular conflicts)
- Cons
  - Capital costs
  - ROW costs
  - Impacts to property and level of access
  - Excess capacity north of SR 53
- Implementation Considerations
  - Benefit/cost is .54
  - Need to initiate purchase of access rights
  - Can be phased
  - Level of service dependent on widening SR 400 (south of Browns Bridge Road) to eight lanes

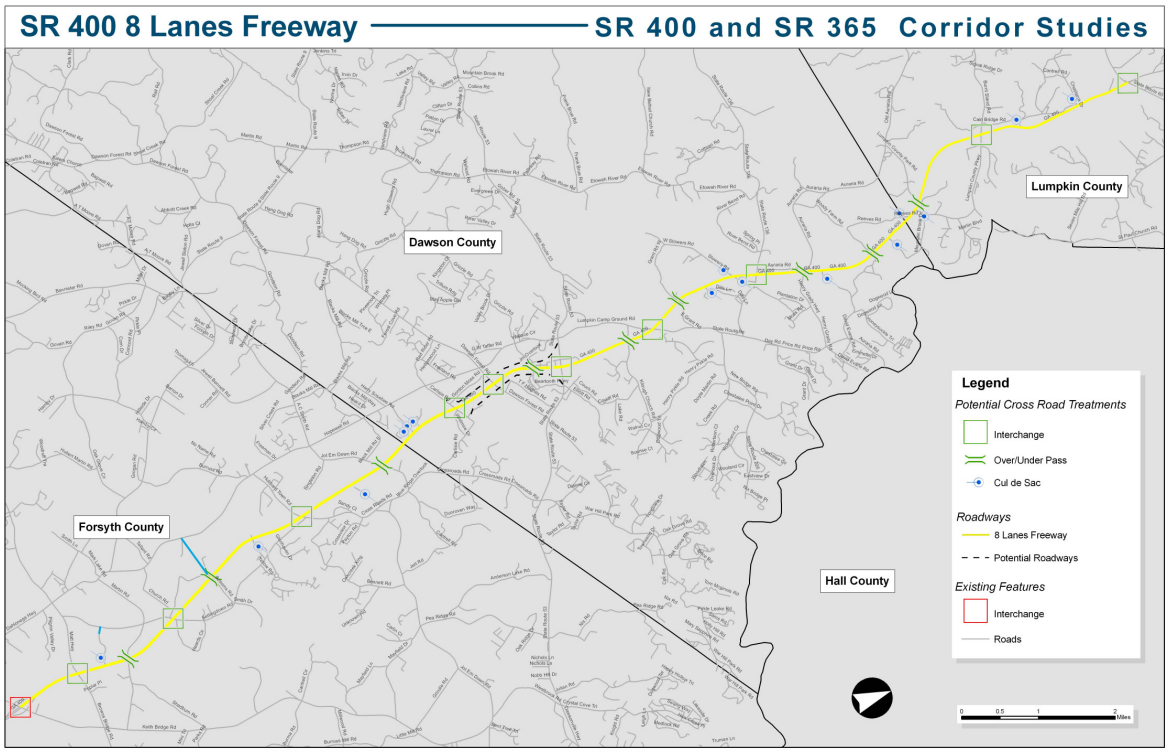
SR 400 Scenario Performance

8 Lane Freeway w/ Managed Lanes

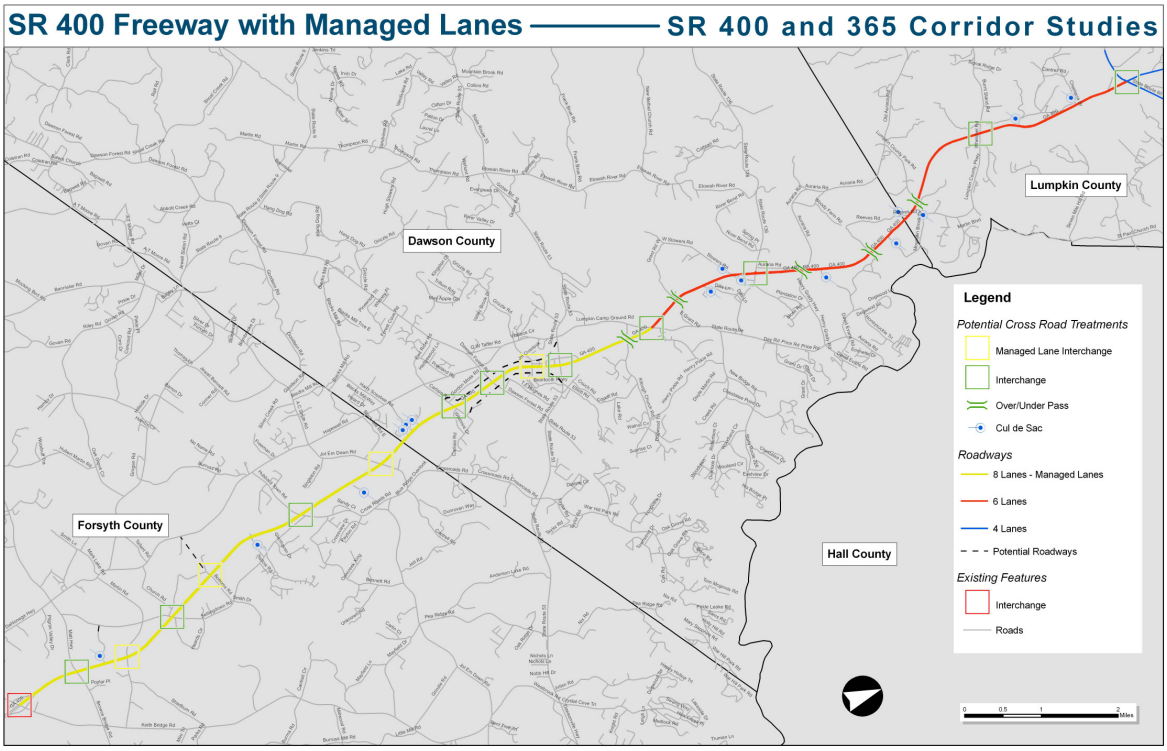
- Pros
  - Best mobility and travel time
  - Improved safety (no right angle vehicular conflicts)
  - Reduction in vehicular travel (emissions)
  - Best access for “build” scenarios (adds 4 HOV interchanges)
  - Maximizes use of corridor (lane usage and capacity)
- Cons
  - Highest capital costs
  - Highest ROW costs
  - Impacts to property and property access
- Implementation Considerations
  - Benefit/cost is 1.09
  - Need to initiate purchase of access rights
  - Can be phased (segments and lanes)
  - Level of service dependent on:
    - Extending managed lanes to Browns Bridge Road
    - Widening SR 400 (south of Browns Bridge Road) to 8 lanes

SR 400 Scenarios Considered





SR 400 Scenarios Considered



SR 400 Recommendations

- Recommended Scenario
  - 8-lane freeway with managed lanes, with 6 general-use lanes and 2 managed lanes
- Implementation strategies
  - Prioritize against other projects statewide
  - Plan phased implementation
    - Adopt corridor access management plan
    - Purchase access rights
    - Widen to 6 lanes with grass median
    - Add managed lanes in median
  - Develop Concept Report
    - Refine planning-level concept
    - Refine planning-level costs
- Supporting strategies
  - Review need for analysis/projects on major connecting routes

Next Steps

- Complete study
  - Review public input
  - Prepare technical report
  - Notify the public of study completion and options for viewing the study
- Periodically review study recommendations against available funding and statewide priorities